APPENDIX A

BSA Movement

CONTENTS

PRINCIPLES

On the fluid AirLand Battlefield, providing continuous and responsive support represents a significant challenge to the FSB commander. Some elements of the FSB will usually be involved in some stage of movement from planning the next move to completing the last one. BSA elements must be proficient at movement techniques.

Frequent moves will be required for two reasons. First, the BSA must remain close enough to supported forward units to maintain responsive support. In addition, for security purposes the FSB relies on frequent moves. It should maintain an adequate distance from the FLOT—25 to 30 kilometers—and not provide a stationary target for the enemy. How often it will have to move will depend on a variety of factors including the type of tactical operation, the rate of movement of the FLOT, and the terrain. However, BSA units must be prepared to move every 24 hours. The actual determination on when to move will be made by the FSB commander with close coordination with the DISCOM and brigade commanders. Moves should not be conducted just for the sake of moving. The brigade commander must understand support operations are disrupted by moves. This disruption is only justified by security considerations and maintenance of proximity to supported units. Short moves (about 5 kilometers or less) which are considered to stay close to supported units, as opposed to security reasons, should be avoided in most cases. The benefit of shorter support distances must be weighed against the cost of disrupted support operations.

The FSB S2/S3 develops the movement annex to the OPLAN/OPORD in accordance with the brigade OPLAN/ORORD, FM 101-5,

and the tactical SOP. The XO approves the annex. The FSB S2/S3 ensures that the move is coordinated with all supported elements, subordinate elements, and the DISCOM. All must be aware of when support operations will cease at the old BSA and where the new site will be and when operations there will begin. Supported units must recognize that support operations will be degraded while elements move. To minimize support disruption, however, FSB elements move in echelons as described later in this appendix. Operations at the new site begin before the old site is completely closed out.

PLANS

The FSB has sufficient organic transportation assets to move its personnel and equipment in one lift. So should other elements located in the BSA. However, what may cause mobility problems are downloaded supplies at FSB supply points and disabled equipment at BSA maintenance sites (field trains and maintenance company base shop). Disabled equipment that cannot be repaired or moved to the new site should be evacuated. In the offense, an alternative is to leave it (after proper coordination is effected) for advancing maintenance elements to repair. As much as possible, supplies should be uploaded in the BSA. For all transportation requirements beyond the FSB's capability, the S2/S3 must request additional support from the MSB TMT company through the DISCOM movement control officer.

The S2/S3 must also select the type of motor march to be used. A close column is one in which elements are formed as compactly as possible. This reduces pass time and allows better control with fewer guides, escorts, and markers. However, it is easier to detect, may cause traffic congestion, and makes quick dispersion difficult. To overcome these disadvantages, an open column with more widely spaced elements may be used. However, this technique makes control more difficult. The third type of march is infiltration. With this type, vehicles are dispatched individually, in small groups, or at irregular intervals for maximum security. The disadvantages of this type are that it takes more time and is hard to control.

The S2/S3 assigns march commanders and ensures they have all required information. Each march commander in turn organizes his march column according to certain guidelines:

- Slower, heavier vehicles are assigned positions in front.
- Control vehicles are not placed according to a set pattern.
- Recovery vehicles are placed in the rear.
- Gun vehicles are placed up front and near the rear. If sufficient quantities are available, they are dispersed evenly throughout the convoy.
- All air approaches are covered.

Each march commander is responsible for providing strip maps to all drivers and briefing all convoy personnel on the following:

- Convoy chain of command.
- Convoy route.
- Rate of march.
- Vehicle intervals.
- Accident and breakdown procedures.
- Immediate action security procedures.

- Blackout condition procedures.
- Location of medical support.
- Halt procedures.
- Location and identification of destination.
- Ambush reaction procedures.
- Time schedules.
- Arm and hand signals during radio silence.
- Radio frequencies and call signs for control personnel, security force commander, fire support elements, reserve security elements, and medical evacuation support.

Sample convoy briefing and convoy commander checklists are in FM 55-30.

For convoy control, the S2/S3 should establish a convoy command net including the convoy commander (the FSB commander), security force commander, serial commanders, and trail party commander. Each march element should also have a control net which includes the element commander, lead and trail escort vehicles, and recovery vehicles.

A complete BSA movement SOP makes planning quicker. Predetermined movement packages may be specified in the SOP. Items addressed in the SOP should include—

- Duties of convoy commander and control personnel.
- Convoy organization.
- Weapons and ammunition to be carried.
- Hardening of vehicles and protective equipment for personnel.
- Preparation of vehicles.
- Counterambush techniques.
- Communications.
- OPSEC measures.
- Procedures for halts.
- Maintenance and recovery procedures.
- Actions at release points.

A sample SOP is included at Appendix L of FM 55-30.

CONDUCT

A move is usually initiated by a FRAGO issued by the supported brigade headquarters. The FSB S2/S3 issues a warning order to all BSA units. Each unit reports its vehicle, supply, and maintenance work load status to the S2/S3, who uses the information to finalize the convoy organization, compute additional transportation requirements, and perform required march computations (Appendix F, FM 55-30). He ensures load plans are changed to accommodate current operational status.

The route will often be prescribed by the brigade headquarters. In such cases, a map reconnaissance will be used to confirm checkpoints, identify problem areas, and begin planning positioning of elements in the new BSA. If the route is not prescribed, the S2/S3 briefs the reconnaissance team on the displacement plan and provides it with a strip map and designated MOPP level.

The BSA reconnaissance party wears the designated MOPP gear and monitors all

radiological and chemical detection devices. It performs the following duties:

- Verify map information.
- Note capabilities of bridges.
- List significant terrain features and possible ambush sites.
- Compute travel times and distances.

Though FSB company personnel are tasked to reconnoiter the route, they do so for the entire BSA. They do not only reconnoiter the company route. They provide information to the FSB S2/S3 who then advises the FSB commander on the best route or routes.

When they receive the warning order, BSA units begin to break down tentage, heaters, and sleeping areas. They load equipment according to the load plan. They also begin taking up wire and policing up the area. The medical company will increase evacuation to reduce the patients in the holding area who have to be moved. The maintenance company will also increase evacuation if possible. Field trains assets will arrange to top off class I, III, V, and IX levels before supply points close out. All units will begin uploading supplies and equipment as much as possible.

A quartering party moves before the main body. It consists of representatives from the FSB S2/S3 and support operations sections, the brigade rear CP, and every trains and platoon-sized unit of the BSA. As a rule of thumb no more than 25 percent of BSA assets are included. On arrival at the new site, the party begins to set up a jump CP. It ensures dispersion and other countersurveillance measures are followed. It also continues to plan positioning of units in the BSA and roughs in the perimeter. Representatives of field trains and other units begin preparations for occupation, which include selecting sites for crew-served weapons. They notify the jump CP of problems with the new positions. The jump CP reports to the FSB CP when it is prepared to begin operations. It also relays any information the commander will need to change movement plans.

The main body begins the move in accordance with the OPORD issued by the FSB CP. The serials should be carefully planned to move by echelon. An entire FSB company's mission capability should never be included in a single serial. Otherwise, loss of a serial will eliminate all of the FSB's capability in a functional area. In addition, if the whole company is moving at the same time, continuity of support cannot be achieved. Instead, FSB elements move by echelon. Care should be taken not to fragment the battalion too much due to the austerity of communications assets at the company level. The first serial or serials should include elements of each critical support point. These consist of—

- Class III, V, and IX elements.
- Maintenance elements from the automotive/armament and ground support platoons to setup a new MCP.
- One of the treatment squads of the treatment platoon to provide EMT and ATM at the new site.

The FSB CP is responsible for ensuring the shift to the new support base is thoroughly coordinated with the DISCOM and all supported units. Deliveries must be directed to the new site at the right time, and units must know where the new sites are and when to begin using them.

Typically, field trains will likely move next. The remaining elements of the FSB companies will cease any support operation not already stopped. They will upload the rest of their materiel, disconnect and pick up the

rest of their wires, break down their camouflage, and move out with permission of the CP. The FSB CP/brigade rear CP then transfers control to the jump CP, breaks down its equipment, and moves out.

The trail party closes out any remaining operations, ensures the old site is clear of evidence of intelligence value to the enemy, and moves to the new site. This party should include maintenance elements to deal with disabled vehicles from the rest of the column. It also picks up guides and markers along the route. All actions must be completed within the parameters in the tactical SOP.

At the new site—

- Local security and camouflage is set up.
- The new support points are made fully operational.
- The new CP takes control from the jump CP.
- Internal wire is laid among FSB elements.
- Base commanders report to the BCOC. They report on readiness and provide the BCOC with a base sketch.
- Wire is laid from the field trains to the BCOC.
- Sleeping areas are set up.

The CP reports to the DISCOM and brigade TOC that the move is complete, and the advance party is often sent out to begin the next move.

CONVOY TECHNIQUES

FSB commanders are responsible for ensuring all elements practice good convoy techniques. All must practice good march discipline. This includes following traffic regulations, responding to all signals, keeping proper distances, and practicing proper security measures. Drivers must also know what to do in case of mechanical failure. Drivers move the disabled vehicle off the road and notify the march element commander. They perform unit maintenance operations within their capability. Maintenance beyond the driver's capability is performed by mechanics in the trail party.

The main body of the FSB will frequently move at night. Therefore, knowledge of night convoy techniques is also required. The FSB commander must decide whether or not to move under blackout conditions. Blackout moves reduce the probability of enemy observation but make the convoy more vulnerable to ambush and sniper fire. They also contribute to driver fatigue. In any case, night moves require greater coordination. Additional radios may be required. More information is in Chapter 5 of FM 55-30. In addition, if the convoy must cross a contaminated area, it will follow the procedures prescribed in FM 3-3.

CONVOY DEFENSE

A key consideration in FSB movement is security. The FSB's limited self-defense assets make convoy defense a challenge. The FSB must coordinate closely with the supporting MP platoon to provide convoy security whenever possible. FM 19-50 discusses the MP role in these operations. However, FSB elements must take proper

measures throughout the move, including during halts. The FSB commander or S2/S3 must also coordinate fire support in advance with the field artillery battalion to get a priority of support for the convoy. The artillery battalion must know start and release points, time schedules, checkpoints, and convoy size. Call signs, frequencies, and other required signal information must be set. Information from reconnaissance should be used to plan fires. Procedures for actual calls for fire and adjustments of fires must be coordinated and rehearsed.

Movement on an open road makes a convoy very susceptible to air attack. Since the FSB lacks significant firepower, passive defensive techniques are critical. Closed columns should not be used during daylight. Tarps and bows may be used to disguise the shape of lucrative targets such as fuel tankers. Portions of vehicles that reflect light should be covered. Drivers should scan the surrounding areas for objects to use for cover and concealment if ordered to disperse. In addition, soldiers should be assigned to scan for aircraft. (Search and scan procedures are in FM 44-3.) Use of radios should be minimized.

If attacking aircraft are spotted, the convoy commander may choose to halt the convoy, continue to move, or disperse. A halt makes the convoy harder to spot, but if spotted, it becomes easier to hit. If the move continues, vehicles are easier to spot but harder to hit. Also, fewer soldiers are available to provide small arms fire. Proper dispersion makes it harder for pilots to make multiple hits. However, it makes it easier for the pilot to spot targets as vehicles move to dispersion positions, and it makes it more difficult to continue the move after the attack.

Though the FSB has limited firepower, small arms defense can be effective against low-flying aircraft. The key is to put up as much volume of fire as possible; all available weapons are concentrated on the aircraft.

Passive defense measures against artillery or indirect fire are similar to those discussed above. Active defense consists of coordinating air or artillery fires or directing fires against the enemy forward observer if located.

In case of ambushes, proper planning should be conducted to avoid them whenever possible and minimize effects by protecting vehicles and personnel. If the convoy is ambushed, vehicles in the kill zone must drive out if possible. Disabled vehicles in the kill zone are abandoned or moved if blocking the road. Vehicles not in the kill zone must not attempt to pass through it. Personnel should dismount and take up defensive positions. If available, calls should be made for artillery or air fire on enemy positions or for reaction forces to counter the attack.

Details on all aspects of convoy security are covered in FM 55-30.

EMERGENCY MOVES

In addition to conducting routine moves as described above, the FSB should have an SOP for conducting emergency moves. These procedures would be used when the BSA is faced with a Level III threat.

Each BSA element will identify personnel, vehicles, and equipment to immediately move out to a predesignated rally point. These elements will be capable of providing limited support in critical support areas—class III,